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DECLASSIFICATION REVIEW BY NIMA / DoD

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MEMORANDUM FOR: []

SUBJECT : Coverage Presentation for KH Systems

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1. The initial line plot of the KH-4 and KH-7 missions are received on a daily basis from [] of DD/S&T. These plots are on a transparent overlay keyed to an ASC (USAF Aerospace Planning Chart, scale 1:9,000,000) having a Lambert Conformal Conic Projection. Standard parallels of this chart are 37 N and 65 N. When received by TSB, only the "On - Off" points remain to be placed on the track; these are determined from the [] which is also available on a daily basis. The scale of the chart is such that only a line track can be placed on it to present representative coverage. In order to present a more detailed area coverage presentation a larger scale map is necessary.

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2. To present this detailed coverage, it is suggested that a USAF Strategic Planning Chart at a scale of 1:5,320,000 with Polar Stereographic Projection be used. Culture, hydrography and topography as presented on this map are detailed enough to allow relative orientation of actual coverage. The limiting orbital presentation would be the vertical photography of the KH-7 missions which cover approximately eleven (11) nautical miles laterally. A double-lined track about 1/8 inch wide would portray this coverage. Maximum lateral coverage (180 n.m.) is presented by the Argon program. At the chart scale, a track 2 1/2 inches wide will indicate the coverage. The entire Strategic Planning Chart measures 95" x 130". This chart and its overlay may be photographed and viewgraphs produced for briefing purposes since the scale is ideal for this type of presentation.

3. The plotter that will prepare the overlays is capable of tracing an 18 inch line in approximately one second. Usable plotting area is 60" x 60" which will allow use of the entire Aerospace Planning Chart which measures 42" x 58" for the initial vehicle path presentation. Computer programming for this phase should present no problems. In using the more detailed Strategic Planning Chart, it will be necessary for the computer to program for a Polar Stereographic Projection and to provide for partial pass presentation limited by the geographic boundaries of each of the four sheets. Here again, no problems are anticipated from computer program procedures.

4. The value of the proposed procedures are that there will be an immediate reproduction of the vehicle path available to PID, PAG, and TID for planning purposes and reliance on another Agency will not be required. The more detailed plot on the SP Charts will provide coverage and geographic locations of frames and passes more compatible with the photointerpretation process. All of the chart material is available in the Map Library and additional charts to fulfil requirements can easily be procured.

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